

The China Mail

Established February, 1845.



VOL. XLII. No. 7037.

號七十一年六月八日一英

HONGKONG, SATURDAY, APRIL 17, 1886.

四月三十日丙戌

PRICE, \$2 PER MONTH.

AGENTS FOR THE CHINA MAIL.
LONDON.—F. ALGER, 11 & 12, Clement's Lane, Lombard Street, E.C.; GEORGE STEPHEN & CO., 30, Cornhill; GORDON & GOTCH, Ludgate Circus, E.O.; BATES HENDY & CO., 37, Walbrook, E.C.; SAMUEL DRAGON & CO., 15 & 16, Leadenhall Street.

PARIS AND EUROPE.—AMEDEE PRINCE & CO., 38, Rue Lafayette, Paris.

NEW YORK.—ANDREW WINE, 21, Park Row.

AUSTRALIA, TASMANIA, AND NEW ZEALAND.—GORDON & GOTCH, Melbourne and Sydney.

SAN FRANCISCO.—AMERICAN PORTS generally.—BROWN & BLACK, San Francisco.

SINGAPORE STRAITS, &c.—SAYLE & CO., Singapore; SINGAPORE, O. HEINZEN & CO., Manila.

CEYLON.—W. M. SMITH & CO., THE ANTHROPOLOGIST CO., Colombo.

CHINA.—MOSCOW, F. A. DE CRUZ, Sun-tao, Qusheng & Co., Amoy, Wilson, Nicholls & Co., Foochow, Hedge & Co., Shanghai, LANE, CRAWFORD & CO., KELLY & WALSH, Yokohama, LANE, CRAWFORD & CO., and KELLY & CO.

Banks.

HONGKONG & SHANGHAI BANKING CORPORATION.

PAID-UP CAPITAL.....\$7,500,000

RESERVE FUND.....\$4,500,000

RESERVE FOR EQUALIZATION.....\$500,000

RESERVE LIABILITY OF PRO-
PRIETORS.....\$7,500,000

COURT OF DIRECTORS.

Chairman—A. MOLIVE, Esq.

Deputy Chairman—M. GROVE, Esq.

O. D. BOTTOMLEY, Esq.

H. L. DALRYMPLE, Esq.

H. HOPPIUS, Esq.

Chief Manager—THOMAS JACKSON, Esq., Manager.

Shanghai, EVEN CAMPION, Esq.

LONDON BANKERS.—London and County Bank.

HONGKONG.

INTEREST ALLOWED.

ON Current Deposit Account at the rate of 2 per cent. per annum on the daily balance.

For Fixed Deposits:

For 3 months, 3 per cent. per annum.

" 6 " 4 per cent. "

" 12 " 5 per cent. "

LOCAL BILL DISCOUNTED.

Credits granted on approved Securities, and every description of Banking and Exchange business transacted.

Drafts granted on London, and the chief Commercial places in Europe, India, Australia, America, China and Japan.

T. JACKSON, Chief Manager.

Hongkong, February 27, 1886. 402

NOTE TO

RULES OF THE HONGKONG SAVINGS' BANK.

1.—The business of the above Bank will be conducted by the Hongkong and Shanghai Banking Corporation, on their premises in Hongkong. Business hours on week-days, 10 to 3: Saturdays, 10 to 1.

2.—Sums less than \$1, or more than \$250, at one time will not be received. No depositor may deposit more than \$2,500 in any one year.

3.—Depositors in the Savings' Bank having \$100 or more at their credit may at their option transfer the same to the Hongkong and Shanghai Banking Corporation on fixed deposit for 12 months at 5 per cent. per annum interest.

4.—Interest at the rate of 3% per cent. per annum will be allowed to depositors on their daily balances.

5.—Each Depositor will be supplied gratis with a Pass-Book which must be presented with each deposit or withdrawal. Depositors must not make any entries themselves in their Pass-Books but should send them to be written up at least twice a year, about the beginning of January and beginning of July.

6.—Correspondence as to the business of the Bank is marked. On Hongkong Savings' Bank Business is forwarded free by the various British Post Offices in Hongkong and China.

7.—Withdrawals may be made on demand, but the personal attendance of the depositor or his duly appointed agent, and the production of his Pass-Book are necessary.

For the HONGKONG & SHANGHAI BANKING CORPORATION, T. JACKSON, Chief Manager.

Hongkong, May 7, 1886. 754

THE NEW ORIENTAL BANK CORPORATION, LIMITED.

AUTHORIZED CAPITAL.....\$2,000,000

PAID-UP.....\$2,000,000

REGISTERED OFFICE,
40, TENTERDEN STREET, LONDON.

BRANCHES:

In India, China, Japan and the Colonies.

THE Bank acquires Money on Deposit, buys and sells Bills of Exchange, issues Letters of Credit, forwards Bills for Collection, and transacts Banking and Agency Business generally on terms to be had on application.

APPROVED CLAIMS on the ORIENTAL BANK CORPORATION, in Liquidation, or the Balance of such Claims purchased.

1.—By an immediate Payment in Cash of not less than 90% for the whole Claim.

2.—At 10% p.a. Payment being made in Full paid Scrip of the Corporation's 3% per cent. Perpetual Debenture Stock, carrying interest from date of issue, and exchangeable for Stock Warrants of \$100 with Half-Yearly Interest Coupons attached, on the Scrip being made up to any even multiple of \$100.

3.—By an immediate Payment in Cash of not less than 90% for the whole Claim.

4.—At 10% p.a. Payment being made in Full paid Scrip of the Corporation's 3% per cent. Perpetual Debenture Stock, carrying interest from date of issue, and exchangeable for Stock Warrants of \$100 with Half-Yearly Interest Coupons attached, on the Scrip being made up to any even multiple of \$100.

5.—By an immediate Payment in Cash of not less than 90% for the whole Claim.

6.—By an immediate Payment in Cash of not less than 90% for the whole Claim.

7.—By an immediate Payment in Cash of not less than 90% for the whole Claim.

8.—By an immediate Payment in Cash of not less than 90% for the whole Claim.

9.—By an immediate Payment in Cash of not less than 90% for the whole Claim.

10.—By an immediate Payment in Cash of not less than 90% for the whole Claim.

11.—By an immediate Payment in Cash of not less than 90% for the whole Claim.

12.—By an immediate Payment in Cash of not less than 90% for the whole Claim.

13.—By an immediate Payment in Cash of not less than 90% for the whole Claim.

14.—By an immediate Payment in Cash of not less than 90% for the whole Claim.

15.—By an immediate Payment in Cash of not less than 90% for the whole Claim.

16.—By an immediate Payment in Cash of not less than 90% for the whole Claim.

17.—By an immediate Payment in Cash of not less than 90% for the whole Claim.

18.—By an immediate Payment in Cash of not less than 90% for the whole Claim.

19.—By an immediate Payment in Cash of not less than 90% for the whole Claim.

20.—By an immediate Payment in Cash of not less than 90% for the whole Claim.

21.—By an immediate Payment in Cash of not less than 90% for the whole Claim.

22.—By an immediate Payment in Cash of not less than 90% for the whole Claim.

23.—By an immediate Payment in Cash of not less than 90% for the whole Claim.

24.—By an immediate Payment in Cash of not less than 90% for the whole Claim.

25.—By an immediate Payment in Cash of not less than 90% for the whole Claim.

26.—By an immediate Payment in Cash of not less than 90% for the whole Claim.

27.—By an immediate Payment in Cash of not less than 90% for the whole Claim.

28.—By an immediate Payment in Cash of not less than 90% for the whole Claim.

29.—By an immediate Payment in Cash of not less than 90% for the whole Claim.

30.—By an immediate Payment in Cash of not less than 90% for the whole Claim.

31.—By an immediate Payment in Cash of not less than 90% for the whole Claim.

32.—By an immediate Payment in Cash of not less than 90% for the whole Claim.

33.—By an immediate Payment in Cash of not less than 90% for the whole Claim.

34.—By an immediate Payment in Cash of not less than 90% for the whole Claim.

35.—By an immediate Payment in Cash of not less than 90% for the whole Claim.

36.—By an immediate Payment in Cash of not less than 90% for the whole Claim.

37.—By an immediate Payment in Cash of not less than 90% for the whole Claim.

38.—By an immediate Payment in Cash of not less than 90% for the whole Claim.

39.—By an immediate Payment in Cash of not less than 90% for the whole Claim.

40.—By an immediate Payment in Cash of not less than 90% for the whole Claim.

41.—By an immediate Payment in Cash of not less than 90% for the whole Claim.

42.—By an immediate Payment in Cash of not less than 90% for the whole Claim.

43.—By an immediate Payment in Cash of not less than 90% for the whole Claim.

44.—By an immediate Payment in Cash of not less than 90% for the whole Claim.

45.—By an immediate Payment in Cash of not less than 90% for the whole Claim.

46.—By an immediate Payment in Cash of not less than 90% for the whole Claim.

47.—By an immediate Payment in Cash of not less than 90% for the whole Claim.

48.—By an immediate Payment in Cash of not less than 90% for the whole Claim.

49.—By an immediate Payment in Cash of not less than 90% for the whole Claim.

50.—By an immediate Payment in Cash of not less than 90% for the whole Claim.

51.—By an immediate Payment in Cash of not less than 90% for the whole Claim.

52.—By an immediate Payment in Cash of not less than 90% for the whole Claim.

53.—By an immediate Payment in Cash of not less than 90% for the whole Claim.

54.—By an immediate Payment in Cash of not less than 90% for the whole Claim.

55.—By an immediate Payment in Cash of not less than 90% for the whole Claim.

56.—By an immediate Payment in Cash of not less than 90% for the whole Claim.

57.—By an immediate Payment in Cash of not less than 90% for the whole Claim.

58.—By an immediate Payment in Cash of not less than 90% for the whole Claim.

59.—By an immediate Payment in Cash of not less than 90% for the whole Claim.

60.—By an immediate Payment in Cash of not less than 90% for the whole Claim.

61.—By an immediate Payment in Cash of not less than 90% for the whole Claim.

62.—By an immediate Payment in Cash of not less than 90% for the whole Claim.

63.—By an immediate Payment in Cash of not less than 90% for the whole Claim.

64.—By an immediate Payment in Cash of not less than 90% for the whole Claim.

65.—By an immediate Payment in Cash of not less than 90% for the whole Claim.

66.—By an immediate Payment in Cash of not less than 90% for the whole Claim.

67.—By an immediate Payment in Cash of not less than 90% for the whole Claim.

68.—By an immediate Payment in Cash of not less than 90% for the whole Claim.

69.—By an immediate Payment in Cash of not less than 90% for the whole Claim.

70.—By an immediate Payment in Cash of not less than 90% for the whole Claim.

71.—By an immediate Payment in Cash of not less than 90% for the whole Claim.

72.—By an immediate Payment in Cash of not less than 90% for the whole Claim.

73.—By an immediate Payment in Cash of not less than 90% for the whole Claim.

74.—By an immediate Payment in Cash of not less than 90% for the whole Claim.

75.—By an immediate Payment in Cash of not less than 90% for the whole Claim.

76.—By an immediate Payment in Cash of not less than 90% for the whole Claim.

77.—By an immediate Payment in Cash of not less than 90% for the whole Claim.

78.—By an immediate Payment in Cash of not less than 90% for the whole Claim.

79.—By an immediate Payment in Cash of not less than 90% for the whole Claim.

80.—By an immediate Payment in Cash of not less than

For Sale.

MACKENZIE, FRICKEL & Co.
VICTORIA EXCHANGE,
QUEEN'S ROAD CENTRAL

HAVE FOR SALE
THE FOLLOWING
STORES.

York HAMS.

Roll BUTTER.

Topcane BUTTER.

French BUTTER.

Erp's COCOA.

VAN HOUTEN'S COCOA.

Picnic TONGUES.

MACKEREL in 5lb Tins.

RAISINS and Currants.

Crystallized FRUITS.

SAVORY & MOORE's New Infant FOOD.
BARNES & Co.'s JAMS.

Potted MEATS.

PATH DE FOIS GRAS.

Swiss MILK.

BORDEN'S

CONDENSED MILK.

COOKING STOVES.

KEROOSINE LAMPS.

WINES, &c.

GILBEY'S Sparkling SAUMUR, Pts. & Qts.
SACCONI's MANZANILLA.

SACCONI's Old Invalid PORT.

Old Bourbon WHISKY.

BUCK's Old Irish WHISKY.

Royal Glendovee WHISKY.

MARSALA.

&c., &c., &c.

THE USUAL ASSORTMENT

of
OILMAN'S STORES,
at the
Lowest Possible Prices
FOR CASH.

MacEwen, Frickel & Co.
Hongkong, February 10, 1886.

WASHING BOOKS.

(In English and Chinese.)

WASHERMAN'S BOOKS, for the use
of Ladies and Gentlemen, can now
be had at this Office.—Price, \$1 each.

CHINA MAIL OFFICE.

NOTICES TO CONSIGNEES.

INDO-CHINA STEAM NAVIGATION
COMPANY, LIMITED.

FROM CALCUTTA, PENANG AND
SINGAPORE.

THE Company's S.S. *Tatung*, having
arrived from the above Ports, Consignees
of Cargo by her are hereby informed that
their Goods are being landed at their risk
into Mearns, JARDINE, MATHESON & Co.'s
West Point Godowns, whence delivery may
be obtained.

Cargo remaining undelivered after the
21st instant will be subject to rent.

No Fire Insurance has been effected.

Bill of Lading will be countersigned by

JARDINE, MATHESON & Co.,
General Managers.

Hongkong, April 14, 1886.

247

BEN LINE OF STEAMERS.

NOTICE TO CONSIGNEES.

FROM LEITH, LONDON AND SINGA-

PORE.

THE Steamship *Benevento*, Capt. THOM-
SON, having arrived from the above
Ports, Consignees of Cargo are hereby re-
quested to send in their Bills of Lading
for countersignature, and to take imme-
diate delivery of their Cargo from alongside.
Consignees of Railroad Iron are par-
ticularly requested to take delivery from
Steamer in their own boats, failing which
the Captain will not be responsible for any
mixing of different lots that may arise from
discharging into other lighters.

Cargo impeding the discharge of the
Vessel will be landed and stored into
Godowns of the Undersigned at Consignee's
risk and expense.

Optional Cargo will be forwarded on, un-
less notice to the contrary be given before
2 p.m. To-DAY, the 15th instant.

No Claims will be admitted after the
Goods have left the Godowns, and all Goods
remaining after the 22nd instant will be
subject to rent. All Claims must reach us
before 4 p.m. on the 25th instant, or they
will not be recognized.

No Fire Insurance has been effected.

Bill of Lading will be countersigned by

GIBB, LIVINGSTON & Co.,
Agents.

Hongkong, April 15, 1886.

756

To-day's ADVERTISEMENTS.

INDO-CHINA STEAM NAVIGATION
COMPANY, LIMITED.

POB TIENSIN (DIRECT).

The Co.'s Steamship

Kowloon,

Captain Wood, will be

despatched as above on

or about the 24th instant.

For Freight or Passage, apply to

JARDINE, MATHESON & Co.,

General Managers.

Hongkong, April 17, 1886.

770

To-day's Advertisements.**To-day's Advertisements.**

NOTICE.
COMBAGNIE DES MESSAGERIES
MARITIMES.

PAQUEBOT POSTE FRANCAIS.

The Co.'s Steamship
Natal,
Commandant Such,
will be despatched for
SHANGHAI on MONDAY, the 19th Inst.,
at Daylight.

G. DE CHAMPEAUX,
Agent.

Hongkong, April 17, 1886.

774

AUSTRO-HUNGARIAN LLOYD'S
STEAM NAVIGATION COMPANY.

STEAM FOR

SINGAPORE, PENANG, COLOMBO,
BOMBAY, ADEN, SUEZ, PORT
SAID, BRINDISI AND TRIESTE.
(Taking cargo at through rates to CAL-
CUTTA, MADRAS, PERSIAN
GULF, BLACK SEA, LEVANT AND
ADRIATIC PORTS.)

The Co.'s Steamship
Amphitrite.

Captain B. Jellicoe, will
be despatched as above
on SATURDAY, the 1st of May, at Noon.
For further Particulars, regarding Freight
and Passage, apply to the AGENT OF THE
Company, Praya Central.

O. BACHRACH,
Agent.

Hongkong, April 17, 1886.

772

NETHERLANDS INDIA STEAM
NAVIGATION COMPANY, LIMITED.
FROM BATAVIA, SINGAPORE,
AND SAIGON.

THE Company's S.S. *Cobras* having ar-
rived from the above Ports, Consignees
of Cargo by her are hereby informed that
their Goods are being landed at their risk
into JANJAWA, MATHESON & Co.'s West
Point Godowns, whence delivery may be
obtained.

Cargo remaining undelivered after the
24th instant will be subject to rent.
No Fire Insurance has been effected.
Bills of Lading will be countersigned by

JARDINE, MATHESON & Co.,

Agents.

Hongkong, April 17, 1886.

773

Not Responsible for Debts.

Neither the Captain, the Agents, nor
Owners will be Responsible for
any Debt contracted by the Officers or
Crew of the following Vessels, during
their stay in Hongkong Harbour:

Chow Chow-woo, German steamer, Capt.
W. Wendt.—Melchers & Co.ELLER A. READ, British ship, Capt. N.
B. Hattield.—Order.FRED. P. LITCHFIELD, American barque,
Capt. Samuel B. Birrell.—Order.Hornbeam, British steamer, Captain Chas.
Thompson.—Arnold, Karberg & Co.HYDRA, German barque, Captain Bing.
Gonzales & Co.INVINCIBLE, American ship, Captain Jas.
Fearey Skeives.—Douglas Lapraik & Co.Marsbank, British barque, Captain W.
Lightbody.—Melchers & Co.Sr. DAVID, American ship, Captain W.
Wallace Frost.—Douglas Lapraik & Co.

SHIPPING.

ARRIVALS.

April 17, 1886.

Johann, German steamer, 348, H. Binge,
Pahkoi and Hoilow April 16, General.—
Wieland & Co.

Canton, British steamer, from Whampoa.

Natal, French steamer, 2,465, Such
Marseilles April 14, Naples 15, Port Said
20, Suez 21, Aden 20, Colombo April 4,
Singapore 10, and Saigon 14, Manila and
General.—MESSAGERIES MARITIMES.Peking, British steamer, 654, G. Hener-
mann, Shanghai April 13, General.—Stem-
sen & Co.

NOTICE TO CONSIGNEES.

CONSIGNEES of Cargo from London,
Antwerp, Havre, and Bordeaux, ex
Steamships *Yoruba*, *Opal*, *President Leroy*,
Lallier and *Egyptien des Vergne*, in
connection with the above Steamers, are
hereby informed that their Goods—with
the exception of Opium, Treasure and
Valuables—are being landed and stored at
their risk at the Company's Godowns,
whence delivery may be obtained imme-
diately after landing.

Optional Cargo will be forwarded on, unless
intimation is received from the Consignees
before 2 p.m. To-DAY (Saturday), requesting
it to be landed here.

Bills of Lading will be countersigned by

the Undersigned.

Cargo remaining unclaimed after Sun-
day, the 24th instant, at Noon, will be
subject to rent, and landing charges at 1
cent per pound per diem.

All Claims must be sent in to me on or
before MONDAY, the 26th instant, so they
will not be recognised.

No Fire Insurance has been effected.

Bill of Lading will be countersigned by

G. DE CHAMPEAUX,
Agent.

Hongkong, April 17, 1886.

771

NOTICE TO CONSIGNEES.

CONSIGNEES of Cargo from London,
Antwerp, Havre, and Bordeaux, ex
Steamships *Yoruba*, *Opal*, *President Leroy*,
Lallier and *Egyptien des Vergne*, in
connection with the above Steamers, are
hereby informed that their Goods—with
the exception of Opium, Treasure and
Valuables—are being landed and stored at
their risk at the Company's Godowns,
whence delivery may be obtained imme-
diately after landing.

Optional Cargo will be forwarded on, unless
intimation is received from the Consignees
before 2 p.m. To-DAY (Saturday), requesting
it to be landed here.

Bills of Lading will be countersigned by

the Undersigned.

Cargo remaining unclaimed after Sun-
day, the 24th instant, at Noon, will be
subject to rent, and landing charges at 1
cent per pound per diem.

All Claims must be sent in to me on or
before MONDAY, the 26th instant, so they
will not be recognised.

No Fire Insurance has been effected.

Bill of Lading will be countersigned by

G. DE CHAMPEAUX,
Agent.

Hongkong, April 17, 1886.

771

NOTICE TO CONSIGNEES.

CONSIGNEES of Cargo from London,
Antwerp, Havre, and Bordeaux, ex
Steamships *Yoruba*, *Opal*, *President Leroy*,
Lallier and *Egyptien des Vergne*, in
connection with the above Steamers, are
hereby informed that their Goods—with
the exception of Opium, Treasure and
Valuables—are being landed and stored at
their risk at the Company's Godowns,
whence delivery may be obtained imme-
diately after landing.

Optional Cargo will be forwarded on, unless
intimation is received from the Consignees
before 2 p.m. To-DAY (Saturday), requesting
it to be landed here.

Bills of Lading will be countersigned by

the Undersigned.

Cargo remaining unclaimed after Sun-
day, the 24th instant, at Noon, will be
subject to rent, and landing charges at 1
cent per pound per diem.

All Claims must be sent in to me on or
before MONDAY, the 26th instant, so they
will not be recognised.

No Fire Insurance has been effected.

Bill of Lading will be countersigned by

G. DE CHAMPEAUX,
Agent.

Hongkong, April 17, 1886.

771

NOTICE TO CONSIGNEES.

CONSIGNEES of Cargo from London,
Antwerp, Havre, and Bordeaux, ex
Steamships *Yoruba*, *Opal*, *President Leroy*,
Lallier and *Egyptien des Vergne*, in
connection with the above Steamers, are
hereby informed that their Goods—with
the exception of Opium, Treasure and
Valuables—are being landed and stored at
their risk at the Company's Godowns,
whence delivery may be obtained imme-
diately after landing.

Optional Cargo will be forwarded on, unless
intimation is received from the Consignees
before 2 p.m. To-DAY (Saturday), requesting
it to be landed here.

Prince Louis Napoleon Bonaparte, the second son of Prince Jerome Bonaparte and of Princess Clotilde, arrived here this morning by the French Mail. The Prince is travelling under the name of Comte du Moncalier, Moncalier being the name of a property belonging to his mother. He is a young man of 22 years of age, having been born in July 1844. His mother was the daughter of Victor Emmanuel, the late king of Italy, and Prince Louis is consequently a nephew of the reigning king of Italy, Umberto I. His connection with the great founder of the Bonaparte family is, of course, more remote. His father, Prince Jerome, who is recognised as the Pretender to the Imperial throne, is the oldest son of the youngest brother of the first Emperor, and was a cousin of the third Napoleon. Prince Louis' older brother, Prince Victor, is favoured by the more Catholic members of the Bonapartist party in place of his father as the heir of the Great Imperial house. This young Prince who has arrived here is on a tour round the world. He comes here from Saigon and is to return to Europe by way of San Francisco.

We regret to learn that M. F. Scherzer, French Consul at Canton, died on board the steamer *Djennak* in the Red Sea while he was on his way home to recruit his health. M. Scherzer, for many months before he left for home, had been suffering from the effects of an acute attack of dysentery contracted while he was serving as Private Secretary to the late Admiral Courbet in the Pescadores. On his return to Hongkong, he recovered somewhat and was then appointed a member of the Frontier Delimitation Commission. For some time he had grave doubts as to whether his health would permit of his undertaking what at the best must have been an arduous task; but eventually he decided to brave the risk of his health breaking down. He soon found, however, that he had over-estimated his strength, and the old malady returned with renewed vigour. He was then forced to retrace his steps to Hongkong, where he arrived in a very enfeebled state, and took passage home, evidently all too late. Although M. Scherzer took no active part in the negotiations with China, he rendered valuable service to his Government by keeping them well informed on all points connected with affairs on which information was required. He was well known in Hongkong, and his death will be sincerely regretted by many friends.

MA. Jamison, the new Assistant Judge at H. B. M.'s Court, Shanghai, took his seat on the bench on the morning of the 14th instant for the first time. He seems (says the *Courier*) to have a sharp business-like way of doing things.

CAPTAIN Powlett of H.B.M.S. *Champion*, has been directed, with the consent of his vessel to Oware Bay for the purpose of determining the relative advantages of places proposed as auxiliary ports in that district.—*Japan Mail*.

OCCUPATION has at last been found for the steamship *Great Eastern*. Arrangements have been completed by a Liverpool firm for the bringing of the vessel to Liverpool, where she will anchor in the Sloyne, and be one of the objects of interest during the coming Shipper's Exhibition. She will be fitted up for concerts and other entertainments, one of which is said to be a circus. It is expected she will prove a great attraction.

It is reported that one of the passengers by the *Nippon Maru*, which came into Yokohama harbour on the morning of the 8th instant was drowned on the voyage up. About 8 o'clock the previous night, Rock Island bearing E. & N., distant about 14 miles, Miss Davis, one of the passengers, was missed. A search was made but without success, and it is supposed the lady had jumped overboard.—*Japan Mail*.

A CORRESPONDENT in the North informs the N.C. D. News that the Tongking boundary question was not settled recently, but everything was going on well. The negotiations between England and China about Bihamo were progressing satisfactorily, and the arrangement would probably be the surrender of some border territory to China. The railway question had been settled at Peking for some time past.

CAPTAIN Allison of the steamer *Felting*, reports that on 20th March he sighted the island which is not marked on the chart. He took the position by observation and found it to be in lat. 22° 32' S. and long. 142° 23' E. The island is to the westward of the Equinoctial Island. This island is probably the same one that was reported two years ago by the Captain of the *Tamandu*. The island has a flat top and is about two miles long.—N.C. D. News.

The Courier learns from the *Huoz*, that the repairing of the Foochow Arsenal has now been completed, and it has assumed its former appearance. The Manager of the Arsenal recently sent abroad 20 students to pursue English and French studies, and they are progressing favorably. The Chinese Government, besides paying £10,000 to the family of each student, also defrays their expenses while abroad. Most of them are learning engineering and navigation, but a few devote themselves to law.

Sale of the *Shanghai Courier*.—The Chinese farmers of Siankin on opium have now published four weekly returns of the quantity of opium passed through the Customs by foreigners on which latin is not paid. From these returns it appears that the farmers let the latin or 200 cheins in one month, which represents a loss of revenues of £12,450 and the enormous sum of £12,503,472 for the year. They could therefore well have afforded to pay the Municipal Council £10,000 per year for the assistance of the Municipal Police to prevent opium being smuggled through the Settlement into the country. The time is not far distant when the Chinese will be able to prevent all the loss of revenue, and foreigners will not benefit in any way by the measures that will be adopted. On the contrary foreigners

will lose along the entire line. We strongly advocated a local arrangement, but our advice was passed by unheeded.

SYDNEY, March 2.—It has now been definitely settled that William Beach, the champion sculler of the world, with Mr J. G. Deebell, and possibly Peter Kemp, but most certainly the first two, will take their departure for England on the 27th March in the *Cuzzo*. It is the intention of the champion to go direct to London, and when there will row one and all, English and American scullers, who may choose to dispute his right to the title of champion sculler of the world. Beach, however, is determined only to row a race for the championship over the course on the Thames from Putney to Mortlake.

The following are a lady's views about shaving:—Were not the conquering races always the bearded ones? How can any sane person imagine that our Maker caused a beard to grow upon the face of man for the sake of the employment of cutting it off, or digging it out by the roots? And among God's chosen people, a man was considered unfit to enter good society without his beard. He must 'tarry at Jericho' till his beard was grown! I wish he had 'tarry third' until that time. A man without a beard looks like a house without blinds, a horse without a mane, or any other incomplete affair. And it is particularly near to reproaching his Maker for man to keep himself shaved smooth. In fact, the laws of Nature, which are like Captain Runsey.

That in remonstrating the Orphans, Signor Chiarini has once more behaved with the generosity of a Prince of Showmen. That he might stop the entry of his Tamer into that Lion's cage, as there is bound to be a catastrophe some day.

That the Hongkong Choral Society's concert was hardly the success it should have been, and it needed all the execution and taste of Miss Bush as a pianist to rouse the audience to sympathy.

That Queen's Road from the Naval Yard eastward is becoming somewhat billowy, and that a few delicate attentions from the Surveyor General would be appreciated by residents and travellers.

That Mr A. B. Westland has proved himself to be a very efficient *hacum tensis* of Mr C. Ford, and that the report on the Garden and Afforestation Department does him great credit.

That the affectionate terms which he employs when describing the temporary disfigurement of Glencairn Ravine will be commended and admired by all lovers of the beautiful.

That Hongkong begins to think of saying 'good-bye' to the Mascotes, and that it may well do so with regret, for a better company in every sense has seldom visited this Colony.

That the Police and their characteristically-dressed Highlanders are waiting for the first fine day.

That stronger measures should be taken to keep the Colony clear of criminals and the Gaol of prisoners before we dream of enlarging the prison.

BROWNIE.

MYTICAL MONSTERS.*

Croodity has hitherto been regarded for the most part as the weakness of past generations which it is the mission of science to remove. Mr Gould is a man of science, and the son of a man of science of no mean rank, but, as far as croodity is concerned, he may be fairly put down as a case of reverie to the older type. Mr Gould has not abandoned science; far from it; he is on the march; but he has fallen upon a theory, which we have no hesitation in calling the credulous theory. The uncultured masses have hitherto been incredulous to a fault, and even scientific men are sometimes as credulously incredulous as the uncultured masses! (p. 8). Not only is 'the Deluge not a myth,' as science has been now and then hinting for some time past, but the Dragon is not a myth, the Unicorn is not a myth, the Phoenix is not a myth, the Sea Serpent is not a myth,—they are hardly any myths. The material of fable is for the most part authentic facts of the utmost value to science at the stage it has now reached, and by no means the originations of the human brain. They are the missing links between geology and history. The reader cannot fail to notice that when the dragon is placed in this way it seems to be a stock, save to the voting conscience.

That Dr. Doberek be wise, he will confide himself to meteorology and refrain from travelling into other departments of science, leaving the death-rats to those more immediately concerned.

That the South-West Monsoon is likely to keep the Observatory Staff well employed for the next five or six months to come, and that the ship-captains are anxious to know more than the Doctor has yet told them about typhoons.

That some of the members of Council still seem inclined to favour the secret sittings of the Finance Committee, although these dark scenes ought to be denounced by every British voice in the Colony.

That the glimpse of these secret sittings caught in the Report concerning Dr. Doberek's extra clerk is rather amusing, and that the stipulation of 'don't ask for any more' seems to be a stock, save to the voting conscience.

That Dr. Doberek be wise, he will confide himself to meteorology and refrain from travelling into other departments of science, leaving the death-rats to those more immediately concerned.

That the Chinese Government should keep a sharp look-out on the proceedings for the ratification of the Chefoo Convention, as we seem to be giving even more than we get.

That our French neighbours in Saigon are allowing their jealousy of *Perfume Abattoir* to assume a form which even Paul Bart's frothy talk can hardly justify, and that their silly doings will land them into trouble if persisted in.

That it should be remembered that British, German and Chinese enterprise have yet told them about typhoons.

That the British port of Hongkong was not long since a great convenience to France during the little difference with China.

That the world is surely big enough for all of us, but, while fairly good-natured, Britain will very strongly resent treatment like that meted out to the *Lemnos*.

That the good folks of Saigon must have forgotten their habitual politeness.

That there is a true British ring about the telegram of yesterday, wherein Salisbury and Hartington are said to have buckled on their armour to maintain the integrity of the British Empire.

That we in Hongkong can all thrill to it, though it is not necessary to telegraph an announcement of our sensations to the capital of the Empire.

That the *Tea-han* and *Chinaman* business has been overdone, and that we now look forward to a period of repose.

That we began badly with Governor Bowen who ill-deserved it, and finished with Mr Jackson who got unmasked what he richly deserved.

That perhaps poor beginnings sometimes make good endings, and that 'All's well that ends well.'

FRAGRANT WATERS' MURMUR.

That the new Stamp Duty Bill has come to an untimely end, amid the sighs of the Colonial Treasurer and the Acting Attorney General, but that no one else is inclined to shed a tear over its decease.

That the Colonial Treasury may even yet 'get to Dover' with more than the shilling in his coffers.

COLONIAL SECRETARY'S OFFICE, HONGKONG, 9th April, 1866.

Sir.—With reference to your predecessor's letter dated 9th November last, and to previous correspondence on the subject of the sending away of the British steamer *Glasgow* from the port of Honkong by a French gunboat, I have the honour by direction of His Excellency the Officer Administering the Government to inform you that a communication has been received from the Secretary of State for the Colonies stating that the case was communicated to Her Majesty's Minister at Paris, who, acting under instructions, has made a friendly appeal to the French Government respecting the opening of the Ports of Annam to Foreign Trade, the result of which will be communicated to Earl Granville as soon as a reply is received.—I have the honour to be, Sir, your most obedient servant,

(Ed.) FREDERICK STEWART,
Acting Colonial Secretary,
The Honourable P. Ryrie, Chairman, Hongkong General Chamber of Commerce, &c., &c., &c.

REGULATION OF TUG-BOATS ON THE CANTON RIVER.

The Acting Secretary of the Chamber of Commerce (Mr. H. U. Jeffries) has forwarded the following letter for publication:—

COLONIAL SECRETARY'S OFFICE, HONGKONG, 9th April, 1866.

Sir.—With reference to your predecessor's letter of the 31st December last and to previous correspondence on the subject of a proposal by the Chinese Authorities to regulate the plying of vessels used as Tug-boats between Hongkong and Canton, I am directed by His Excellency the Officer Administering the Government to inform you that Her Britannic Majesty's Chargé d'Affaires at Peking has notified the Tsung-lu Yamen of his inability to accede to their proposals.—I have the honour to be, Sir, your most obedient servant.

(Ed.) FREDERICK STEWART,
Acting Colonial Secretary.

The Honourable P. Ryrie, Chairman, Hongkong General Chamber of Commerce, &c., &c., &c.

TIENTSIN.

TIENTSIN, 7th April, 1866.

News arrived here that the First Road Palace, Haing Kung, which is about 40 miles from Peking on the route to the Eastern Tomb, caught fire on the 1st, and when the Imperial procession arrived there on the night of the 1st, it was then burning. The cause of particulars have not yet arrived. The Chinese think it is an unlucky omen. On the route to the Eastern Tomb are two Imperial Palaces in which the Emperor of China stays at night on his way to the Tombs. These Palaces were built about A.D. 1650, and are said to have cost Tls. 2,000,000 each. It is one of these that is burnt down.

The *Chienghai* left to-day for Port Arthur, with Captain Lang, R.N., Lieut. Beecher and Mr. von Henneculin. It is said that Captain Lang has been sent by Li Hung Chang to superintend the repair of the three men-of-war which arrived from Germany last year, as it is reported that while at sea they took a deal of water, and therefore had to put into a port, and the crew had no report of regards as to the reason of their doing, and the reason is said to be why they complain made about those got out by the *Tsung-lu*.

The *Chienghai* left to-day for Port Arthur, with Captain Lang, R.N., Lieut. Beecher and Mr. von Henneculin. It is said that Captain Lang has been sent by Li Hung Chang to superintend the repair of the three men-of-war which arrived from Germany last year, as it is reported that while at sea they took a deal of water, and therefore had to put into a port, and the crew had no report of regards as to the reason of their doing, and the reason is said to be why they complain made about those got out by the *Tsung-lu*.

The *Chienghai* left to-day for Port Arthur, with Captain Lang, R.N., Lieut. Beecher and Mr. von Henneculin. It is said that Captain Lang has been sent by Li Hung Chang to superintend the repair of the three men-of-war which arrived from Germany last year, as it is reported that while at sea they took a deal of water, and therefore had to put into a port, and the crew had no report of regards as to the reason of their doing, and the reason is said to be why they complain made about those got out by the *Tsung-lu*.

The *Chienghai* left to-day for Port Arthur, with Captain Lang, R.N., Lieut. Beecher and Mr. von Henneculin. It is said that Captain Lang has been sent by Li Hung Chang to superintend the repair of the three men-of-war which arrived from Germany last year, as it is reported that while at sea they took a deal of water, and therefore had to put into a port, and the crew had no report of regards as to the reason of their doing, and the reason is said to be why they complain made about those got out by the *Tsung-lu*.

The *Chienghai* left to-day for Port Arthur, with Captain Lang, R.N., Lieut. Beecher and Mr. von Henneculin. It is said that Captain Lang has been sent by Li Hung Chang to superintend the repair of the three men-of-war which arrived from Germany last year, as it is reported that while at sea they took a deal of water, and therefore had to put into a port, and the crew had no report of regards as to the reason of their doing, and the reason is said to be why they complain made about those got out by the *Tsung-lu*.

The *Chienghai* left to-day for Port Arthur, with Captain Lang, R.N., Lieut. Beecher and Mr. von Henneculin. It is said that Captain Lang has been sent by Li Hung Chang to superintend the repair of the three men-of-war which arrived from Germany last year, as it is reported that while at sea they took a deal of water, and therefore had to put into a port, and the crew had no report of regards as to the reason of their doing, and the reason is said to be why they complain made about those got out by the *Tsung-lu*.

The *Chienghai* left to-day for Port Arthur, with Captain Lang, R.N., Lieut. Beecher and Mr. von Henneculin. It is said that Captain Lang has been sent by Li Hung Chang to superintend the repair of the three men-of-war which arrived from Germany last year, as it is reported that while at sea they took a deal of water, and therefore had to put into a port, and the crew had no report of regards as to the reason of their doing, and the reason is said to be why they complain made about those got out by the *Tsung-lu*.

The *Chienghai* left to-day for Port Arthur, with Captain Lang, R.N., Lieut. Beecher and Mr. von Henneculin. It is said that Captain Lang has been sent by Li Hung Chang to superintend the repair of the three men-of-war which arrived from Germany last year, as it is reported that while at sea they took a deal of water, and therefore had to put into a port, and the crew had no report of regards as to the reason of their doing, and the reason is said to be why they complain made about those got out by the *Tsung-lu*.

The *Chienghai* left to-day for Port Arthur, with Captain Lang, R.N., Lieut. Beecher and Mr. von Henneculin. It is said that Captain Lang has been sent by Li Hung Chang to superintend the repair of the three men-of-war which arrived from Germany last year, as it is reported that while at sea they took a deal of water, and therefore had to put into a port, and the crew had no report of regards as to the reason of their doing, and the reason is said to be why they complain made about those got out by the *Tsung-lu*.

The *Chienghai* left to-day for Port Arthur, with Captain Lang, R.N., Lieut. Beecher and Mr. von Henneculin. It is said that Captain Lang has been sent by Li Hung Chang to superintend the repair of the three men-of-war which arrived from Germany last year, as it is reported that while at sea they took a deal of water, and therefore had to put into a port, and the crew had no report of regards as to the reason of their doing, and the reason is said to be why they complain made about those got out by the *Tsung-lu*.

The *Chienghai* left to-day for Port Arthur, with Captain Lang, R.N., Lieut. Beecher and Mr. von Henneculin. It is said that Captain Lang has been sent by Li Hung Chang to superintend the repair of the three men-of-war which arrived from Germany last year, as it is reported that while at sea they took a deal of water, and therefore had to put into a port, and the crew had no report of regards as to the reason of their doing, and the reason is said to be why they complain made about those got out by the *Tsung-lu*.

The *Chienghai* left to-day for Port Arthur, with Captain Lang, R.N., Lieut. Beecher and Mr. von Henneculin. It is said that Captain Lang has been sent by Li Hung Chang to superintend the repair of the three men-of-war which arrived from Germany last year, as it is reported that while at sea they took a deal of water, and therefore had to put into a port, and the crew had no report of regards as to the reason of their doing, and the reason is said to be why they complain made about those got out by the *Tsung-lu*.

The *Chienghai* left to-day for Port Arthur, with Captain Lang, R.N., Lieut. Beecher and Mr. von Henneculin. It is said that Captain Lang has been sent by Li Hung Chang to superintend the repair of the three men-of-war which arrived from Germany last year, as it is reported that while at sea they took a deal of water, and therefore had to put into a port, and the crew had no report of regards as to the reason of their doing, and the reason is said to be why they complain made about those got out by the *Tsung-lu*.

The *Chienghai* left to-day for Port Arthur, with Captain Lang, R.N., Lieut. Beecher and Mr. von Henneculin. It is said that Captain Lang has been sent by Li Hung Chang to superintend the repair of the three men-of-war which arrived from Germany last year, as it is reported that while at sea they took a deal of water, and therefore had to put into a port, and the crew had no report of regards as to the reason of their doing, and the reason is said to be why they complain made about those got out by the *Tsung-lu*.

The *Chienghai* left to-day for Port Arthur, with Captain Lang, R.N., Lieut. Beecher and Mr. von Henneculin. It is said that Captain Lang has been sent by Li Hung Chang to superintend the repair of the three men-of-war which arrived from Germany last year, as it is reported that while at sea they took a deal of water, and therefore had to put into a port, and the crew had no report of regards as to the reason of their doing, and the reason is said to be why they complain made about those got out by the *Tsung-lu*.

The *Chienghai* left to-day for Port Arthur, with Captain Lang, R.N., Lieut. Beecher and Mr. von Henneculin. It is said that Captain Lang has been sent by Li Hung Chang to superintend the repair of the three men-of-war which arrived from Germany last year, as it is reported that while at sea they took a deal of water, and therefore had to put into a port, and the crew had no report of regards as to the reason of their doing, and the reason is said to be why they complain made about those got out by the *Tsung-lu*.

The *Chienghai* left to-day for Port Arthur, with Captain Lang, R.N., Lieut. Beecher and Mr. von Henneculin. It is said that Captain Lang has been sent by Li Hung Chang to superintend the repair of the three men-of-war which arrived from Germany last year, as it is reported that while at sea they took a deal of water, and therefore had to put into a port, and the crew had no report of regards as to the reason of their doing, and the reason is said to be why they complain made about those got out by the *Tsung-lu*.

The *Chienghai* left to-day for Port Arthur, with Captain Lang, R.N., Lieut. Beecher and Mr. von Henneculin. It is said that Captain Lang has been sent by Li Hung Chang to superintend the repair of the three men-of-war which arrived from Germany last year, as it is reported that while at sea they took a deal of water, and therefore had to put into a port, and the crew had no report of regards as to the reason of their doing, and the reason is said to be why they complain made about those got out by the *Tsung-lu*.

The *Chienghai* left to-day for Port Arthur, with Captain Lang, R.N., Lieut. Beecher and Mr. von Henneculin. It is said that Captain Lang has been sent by Li Hung Chang to superintend the repair of the three men-of-war which arrived from Germany last year, as it is reported that while at sea they took a deal of water, and therefore had

MANAGING A MULE.

You, Nobuchadnezzah, who sal! What is you tryin' to go, sah! I'd hab you for to know, sah. I's a holdin' ob do lines. You better stop dat prancin'; But I'll bet my yeh's advancin' Dat I'll cure you ob your shinns.

Lock heah, muto! Better min out— Fustin' that you'll din out. How quick I'll wear din line out! On your ugly, stubbin' back. You needn't try to steal up. A' if dat precious heel up. You's got to plow this field up. You has, sah, for a fo'.

Dan, dat's do way to do it! He's comin' right down to it; Joe's thinkin' plowin' t'roo it; Dis nigger ain't no fool. Some folks day would a' beat him; Now, dat would only heat him— I know jes' how to treat him! You mus' reason wid a mule.

He minde me like a tigger, If he was only bigger. Hold foltch a mighty figger.

He would, I tell you! Yes sah; She how he keeps a-chickin' He's as gentle as a chicken, An' never thinks of kickin'— Whoa dat! Nebruckezaah.

Io dis heat mo, or not mo. Or dat doobil got me? Was dat comin' when mo? Hub I laid heat, goren' a week? Dat mule do kick amicin'— De bein' was spill'd in scisin'— By now I spic' his graint' On de order side, do crook.

—Irwin Russell.

CANADIAN PACIFIC MAIL STEAMERS.

In the House of Lords, on the 8th March, the Earl of Harrowby, in pursuance of notice, asked the Secretary of State for the Colonies whether Her Majesty's Government had accepted the proposals which had been recently made for the establishment of a line of first-class British mail steamers from the city of Vancouver, the Pacific terminus of the Canadian Pacific Railway to Japan and Hongkong, when the Pacific Railway is opened for through traffic from Great Britain in the month of June next. He said that the reasons which had induced him to bring this matter forward were, he need scarcely say, entirely dissociated from any personal connection with the Canadian Pacific Railway, or with the proposed line of mail steamers. The remarks he now made were based solely on information received by him as a member of the late Government. His interest in this matter was further awakened by the fact that a few years ago he served, with his noble friend Lord Idesleigh, on the Hudson's Bay Committee, when the question of opening up these regions was fully considered.

It had been a master of the greatest delight to him to bring this matter forward, were they could have hoped their Canadian fellow-subjects had spread civilization into their great and marvellous country. As regarded the position of the late Government on this matter, he might say that as regarded its main principles the scheme for subsidizing this line of steamers was very favourably entertained by them. The scheme was brought before him in January, and it had, of course, to be referred to the departments of the Post Office, the Admiralty, the War Office, and the Treasury before it could be finally approved. Whether the late Government would have arrived at a decision ultimately to support the scheme he could not, of course, state. He could only say that Her Majesty's late advisors had most favourably towards it, and that they had great hopes of being able to co-operate with the Canadian Government in the establishment of this great and most important line of mail steamers. This subject, he might observe in passing, was not in the slightest degree one of a party or of a controversial character; and he had no intention whatever of attacking noble lords opposite. His reason for bringing the matter forward was that he thought it possible that an expression of the opinion in their lordships' House might strengthen the hands of the Colonial Office, and might allow that parsonage, on the part of the Treasury was unwise and ought to give way to more generous views. With their lordships' permission, he would state what this scheme consisted. It was proposed to start a great line of mail steamers from the city of Vancouver, the terminus of the Canadian Pacific Railways, to Japan and Hongkong. It was felt that this would be the "crown" of the Canadian-Pacific Railway scheme, one of the greatest and most marvellous works of our time. It was impossible to speak too highly of the energy, the indomitable zeal, and patience of the Canadian fellow-subjects in carrying the enterprise through. They ought to be proud in this country of having for their fellow-subjects men who had been able to overcome so successfully and so rapidly such great difficulties as were opposed to them, and in this connection it was impossible to avoid mentioning the names of Sir George Stephen and Sir John Macdonald, to whose exertions the enterprise owed so much. The railway, which would be opened in June next, would enable express trains to run from Quebec to the city of Vancouver, from the Atlantic to the Pacific—in less than five days during the summer time. During the winter the line would be furnished by the completion of the intercolonial railway from Halifax to Quebec. On these words the Canadian Government had spent £20,000,000 sterling, besides giving large land subsidies. To show the value of these grants, however, he might say that in 1861 it took eleven to twelve days for troops to go from Halifax to the terminus of the Pacific Railways at Quebec. At the time of the Red River Rebellion in 1870 it took eleven weeks to convey troops from Quebec over Lake Superior to the Red River, and nine to five days to transport them from Toronto to Winnipeg. Now the whole of this vast district could be traversed in six days. This was nothing less than a revolution, the results of which could hardly be estimated at present. It was proposed that the Imperial Government should subsidize the line of mail steamers from Vancouver to Japan and Hong Kong, and thereby be enabled to convey troops, stores for the navy, and passengers from Liverpool to the Pacific over British territory, so far as the land journey was concerned, in thirteen or fourteen days. He might mention that the story grows in travelling. I took the liberty while at the village of Llantryd to call upon the Vicar, the Rev. T. Evans, and to enquire about this wonderful curve. Though a total stranger to him, both he and his wife most graciously entertained me in a half hour's conversation, principally touching the case of Mr. Pugh, in which they seemed to take a deep and sympathetic interest, having been familiar with his sufferings, and now rejoiced in what seemed to them a most remarkable cure.

The Vicar remarked that he presumed his name had been connected with the report from his having mentioned the case to Mr. John Thomas, a chemist of Llantryd. He said Mr. Pugh was formerly a resident of their parish, but was now living in the parish of Llantryd.

Note.—The distances of vessels will be estimated from the Peak, and will be made by means of the Numerals which are attached to the letters in the table of Table.

H. G. THOMAS, R.N., Harbour Master, do.

Kong and Shanghai in thirty-four days. At the present time the journey from England to Yokohama in Japan, via Brindisi, occupies a period of forty to forty-four days, while via Gibraltar it took forty-nine days. The journey for troops from England via Gibraltar to Calcutta could not now be done in less than thirty-eight days, while from Halifax to Calcutta would be only thirty-eight to thirty-nine days, to which would have to be added seven days for the Atlantic voyage. As far as Australia and New Zealand were concerned, the line from San Francisco must, of course, be the shortest; but there was good reason to hope that if this line of mail steamers was established a good deal of trade would take place between Vancouver and New Zealand. He believed there were enormous advantages to be derived from the establishment of this mail route, one of the greatest of which would be the encouragement of our commerce and our friendship with those two most important ancient empires, Japan and China. Everything should be done which would tend to draw closer the bonds of friendship between this country and those two important countries. Another advantage was that we should have an alternative line of communication, in the event of European complications, to India, China, Japan, and Australia through British territory. In that respect nothing could exceed the importance of this scheme. Among its minor advantages would be that supplies could be sent to the fleet by it, and that coal could be obtained in Vancouver Island. Then, again, this new railway could not fail very shortly to open up vast and fertile districts to our surplus population, and anything which called attention to that part of the world must be an advantage to this country. As an inducement to the Imperial Government to grant the subsidy, special terms were offered for the conveyance of troops and stores, while emigrants' sleeping carriages conveying thirty to forty persons would be run. He should not be sorry to see this magnificent line of steamers started if for no other reason than the employment they would give during the three or four years that would be employed in building them in this country. Whether the terms of the proposed subsidy were just or not he could not say; but, as the Canadian Government had done so much for this great and magnificent work, he trusted that the Government of this country would look upon this proposal with a favourable eye, and would help forward the enterprise by every means in their power.

Mr. Granville said that he entirely agreed with very much, although not with all that had fallen from the noble earl. He concurred with the observations of the noble earl that this was not a party question, and with what he had said as to the energy and ability shown by Sir J. Macdonald and Sir George Stephen, the chairman of the company, in carrying forward their great railway so expeditiously and successfully. Individually, and as Colonial Secretary, he should be very glad if it were found practicable to carry out the scheme of subsidizing mail steamers proposed by the Dominion. But the noble earl did not rest entirely with the Colonial Office. It concerned the Departments of the Treasury, the War Office, and those of his friends the First Lord of the Admiralty and the Postmaster-General. It appears from a minute by his predecessor, Sir F. Stanley, that the late Cabinet had come to the conclusion on principle to approve of this plan, and that inquiry would be made on the whole subject by representatives of the different departments of the Government. He was afraid that the "prime facts" the opinions of those departments were not as favourable to the project as he could have wished, but they made no report, having suspended their sittings in consequence of the change of Government. The late Government seemed in this case to have somewhat departed from the course generally pursued, not only by philosophers and men of science, but also by men of business, who were accustomed first to inquire and then to decide. In this case the opposite plan was adopted—first to decide, and then to inquire. There might, however, have been reasons why delay might have been inconvenient at that time. Her Majesty's present Government, desirous of having full information before them, had requested the committee to resume their sittings, which they had done, and to give a complete report. The report when presented, would receive the most careful consideration on the part of the Treasury, and the Government, and the Dominion would receive an answer without loss of time.

On the 9th March, in the House of Commons, Mr. Pusey asked the Under-Secretary of State for the Colonies whether he would state the names of the gentlemen on the Inter-departmental Committee to whom the question of the advisability of subsidizing a line of steamships between Vancouver and Japan had been referred.

Mr. Morgan.—The Inter-departmental Committee to whom the advisability of subsidizing a line of steamships between Vancouver and Japan was referred by the late Government consisted of General Sir Andrew Clarke, Inspector-General of Fortifications, as representing the War Office; Captain Codrington, R.N., a Lord of the Admiralty, as representing that Department; Mr. Barrington, as representing the Treasury; Mr. Rea, as representing the Post Office, and Mr. Bramston, as representing the Colonial Office. When the late Government resigned office the Committee lapsed, but it has been revived; and so far as I am aware no alteration in the constitution of the committee is contemplated.

GREAT EXCITEMENT IN WALES ABOUT A MARVELLOUS CURE. LIVING SIX YEARS WITHOUT GOING TO BED.

Mr. Eborow.—While spending a few days at the pleasant seaside town of Aberystwith, Cardiganshire, Wales, I heard related what seemed to me either a fabulous story or a marvellous cure.

The story was that a poor sufferer who had not been able to lie down in bed for six long years, given up to die by all the Doctors, had been speedily cured by some Patent Medicine. It was related with the more implicit confidence from the circumstance, as was said, that the Vicar of Llantryd was familiar with the facts, and could vouch for the truth of the report.

Having a little curiosity to know how such stories grow in travelling, I took the approach of other Steamers from Macao or Canton will be made known by showing the National, or House Flag and Symbol at Yard Arm.

8. If a flag showing that an Officer of high rank is on board an incoming vessel, a similar flag will be shown above the Ball or the Flag alone will be hoisted at the Mast Head.

9. The approach of Men-of-War and Sailing Vessels will be notified by their proper Symbols and National Colours, or House Flags, at the Quarter of the Yard, or at the Mast Head.

10. The distances of vessels will be estimated from the Peak, and will be made by means of the Numerals which are attached to the letters in the table of Table.

11. There will be no Launch on Monday and Friday, on account of coaling.

12. The above Time Table will be strictly adhered to, except under unavoidable circumstances. In case of stress of weather, due notice will be given of any stoppage.

one who truly sympathised with all who are afflicted in mind, body, or estate.

On my return to Aberystwith, I was impressed with a desire to see Mr. Pugh, whose reputation stood so high. His farm is called Pancon-Mawr, signifying "above the dingle," situated near the summit of a smooth round hill, overlooking a beautiful valley in which is situated the lovely ivy-manured Church of Llanddeinol. I found Mr. Pugh, apparently about 40 years old, of medium height, rather slight, with a pleasant and intelligent face. I told him I had heard of his great affliction and of his remarkable and almost miraculous relief, and that I had come to learn from his own lips, what these wits of truth in the reports.

Mr. Pugh remarked that his neighbours had taken a kindly and sympathetic interest in his case for many years, but of late their interest had been greatly awakened by a happy change in his condition. What you report as having heard abroad, said he, is substantially true, with one exception: I never understood that my case was ever given up as hopeless by any Physician. I have been treated by several Doctors hereabouts, as good as any in Wales, but unfortunately no prescription of theirs ever brought the desired relief.

Fifteen years ago, he said, I first became conscious of a sour and deranged stomach and loss of appetite, which the Doctor told me was Dyspepsia. What food I could hold in my stomach seemed to do me no good and was often thrown up with painful retching. This was followed after a time with a hoarseness and raw soreness of the throat which the Doctor called bronchitis, and I was treated for that, but with little success. There came shortness of breath and a sense of suffocation, especially nights, with clammy sweat, and I would have to get out of bed and sometimes open a door or window in winter weather to fill my lungs with the cold air.

About six years ago I became so bad that I could not sleep in bed, but had to take my quiet rest and dreamy sleep sitting in an armchair. My affliction seemed to be working downward into my bowels as well as upwards into my lungs and throat. There came shortness of breath and a sense of suffocation, especially nights, with clammy sweat, and I would have to get out of bed and sometimes open a door or window in winter weather to fill my lungs with the cold air.

This medicine, which administered to me according to the directions, when to their surprise and delight no better than my own, the spasms ceased, I became at ease, and my stomach was calmed. My bowels were moved as by a gentle cathartic, and I felt a sense of quiet comfort all through such as I had not before realized in many years. I could walk around the house and breathe comfortably in a few hours after I had taken the medicine. I have continued to take the medicine daily now for something over two months, and I can lie down and sleep sweetly at nights and have not since had a recurrence of those terrible spasms and sweats. I have been so long broken down and reduced in my whole system that I have not tried to perform any very hard out-door labour, fearing to be unable to perform my duty over my strength is fully restored. I feel that my stomach and bowels have been and are being thoroughly cleansed and renewed by the medicine. In fact I feel like a new man.

I have been much gratified by my neighbours, especially by the good Vicar of Llantryd, who with his sympathetic wife have come three miles to shed tears of joy on my recovery.

I bid Mr. Pugh goodbye, happy that even one at least among thousands had found a remedy for an aggravating disease. Believing this remarkable case of Dysthetic Asthma should be known to the public, I beg to submit the above facts as they are related to me.

F. T. W.

Government Notification.

No. 55.
HARBOUR DEPARTMENT.

The following Rules regarding signalling at the Peak are published for general information.

By Command,
FREDERICK STEWART,
Acting Colonial Secretary,
Colonial Secretary's Office,
Hongkong, 17th February, 1883.

SIGNAL STATION, VICTORIA PEAK, HONGKONG.
1823. FEET ABOVE SEA LEVEL.

1. The Union Jack will be hoisted at the Mast Head when any vessel is being signalled.

2. The Commercial Code of Signals for all ships will be hoisted at the Station.

3. All Signals made by vessels in the Harbour will be repeated.

4. When Signalling to Men-of-War in the Harbour or in the Offing, a White Ensign will be hoisted at the Flagstaff, and at the Mast Head, as representing the Post Office; Mr. Rea, as representing the Treasury; Mr. Bramston, as representing the Colonial Office. When the late Government resigned office the Committee lapsed, but it has been revived; and so far as I am aware no alteration in the constitution of the committee is contemplated.

5. When a Steamer, or the smoke of a

Steamer is sighted, the Compass Bearing at the Yard Arm, and Distance of the Mast Head, will be hoisted at the Mast Head.

6. If the Steamer is a regular Mail Steamer a Gun will be fired, and a Ball over the English, French, or American Ensign with the Distance off at that time, will be shown at the Mast Head. The Compass Signal and Symbol will be hoisted at the Mast Head.

7. The Ball and Ensign will be kept up until the vessel anchors. The Distance Signal will be kept flying until the Steamer is sighted.

8. If the Steamer is a sailing vessel, a similar flag will be shown above the Ball or the Flag alone will be hoisted at the Mast Head.

9. The approach of Men-of-War and Sailing Vessels will be notified by their proper Symbols and National Colours, or House Flags, at the Quarter of the Yard, or at the Mast Head.

10. The distances of vessels will be estimated from the Peak, and will be made by means of the Numerals which are attached to the letters in the table of Table.

11. There will be no Launch on Monday and Friday, on account of coaling.

12. The above Time Table will be strictly adhered to, except under unavoidable circumstances. In case of stress of weather, due notice will be given of any stoppage.

13. River Steamers will not be signalled.

14. The approach of other Steamers from Macao or Canton will be made known by showing the National, or House Flag and Symbol at Yard Arm.

15. If a flag showing that an Officer of

high rank is on board an incoming vessel, a similar flag will be shown above the Ball or the Flag alone will be hoisted at the Mast Head.

16. If a flag showing that an Officer of

high rank is on board an incoming vessel, a similar flag will be shown above the Ball or the Flag alone will be hoisted at the Mast Head.

17. The approach of Men-of-War and Sailing Vessels will be notified by their proper Symbols and National Colours, or House Flags, at the Quarter of the Yard, or at the Mast Head.

18. The distances of vessels will be estimated from the Peak, and will be made by means of the Numerals which are attached to the letters in the table of Table.

19. There will be no Launch on Monday and Friday, on account of coaling.

20. The above Time Table will be strictly adhered to, except under unavoidable circumstances. In case of stress of weather, due notice will be given of any stoppage.

21. River Steamers will not be signalled.

22. The approach of Men-of-War and Sailing Vessels will be notified by their proper Symbols and National Colours, or House Flags, at the Quarter of the Yard, or at the Mast Head.

23. The distances of vessels will be estimated from the Peak, and will be made by means of the Numerals which are attached to the letters in the table of Table.

24. There will be no Launch on Monday and Friday, on account of coaling.

25. The above Time Table will be strictly adhered to, except under unavoidable circumstances. In case of stress of weather, due notice will be given of any stoppage.

26. River Steamers will not be signalled.

27. The approach of Men-of-War and Sailing Vessels will be notified by their proper Symbols and National Colours, or House Flags, at the Quarter of the Yard, or at the Mast Head.

28. The distances of vessels will be estimated from the Peak, and will be made by means of the Numerals which are attached to the letters in the table of Table.

29. There will be no Launch on Monday and Friday, on account of coaling.

30. The above Time Table will be strictly adhered to, except under unavoidable circumstances. In case of stress of weather, due notice will be given of any stoppage.

31. River Steamers will not be signalled.

32. The approach of Men-of-War and Sailing Vessels will be notified by their proper Symbols and National Colours, or House Flags, at the Quarter of the Yard, or at the Mast Head.

33. The distances of vessels will be estimated from the Peak, and will be made by means of the Numerals which are attached to the letters in the table of Table.

34. There will be no Launch on Monday and Friday, on account of coaling.

35. The above Time Table will be strictly adhered to, except under unavoidable circumstances. In case of stress of weather, due notice will be given of any stoppage.

36. River Steamers will not be signalled.

37. The approach of Men-of-War and Sailing Vessels will be notified by their proper Symbols and National Colours, or House Flags, at the Quarter of the Yard, or at the Mast Head.

38. The distances of vessels will be estimated from the Peak, and will be made by means of the Numerals which are attached to the letters in the table of Table.

39. There will be no Launch on Monday and Friday, on account of coaling.